

AMENDED IN ASSEMBLY MAY 3, 2005

AMENDED IN ASSEMBLY APRIL 19, 2005

CALIFORNIA LEGISLATURE—2005—06 REGULAR SESSION

## ASSEMBLY BILL

**No. 1714**

**Introduced by Assembly Member Plescia**

February 22, 2005

---

~~An act to amend Sections 180.1, 180.7, 188.5, and 31010 of, to add Section 31010.1 to, and to repeal Sections 31015 and 31070 of, the Streets and Highways Code, relating to transportation, and declaring the urgency thereof, to take effect immediately. An act relating to transportation.~~

### LEGISLATIVE COUNSEL'S DIGEST

AB 1714, as amended, Plescia. ~~Bay Area state-owned toll bridges: financing of seismic repair and replacement. Toll Bridge Seismic Retrofit Program.~~

(1) Existing law estimates the cost to seismically retrofit the state-owned toll bridges and to replace the east span of the San Francisco-Oakland Bay Bridge at \$4,637,000,000, including \$2,600,000,000 for the east span replacement. Existing law identifies funding to be made available for this purpose from various funding sources, including a \$1 per vehicle toll surcharge on Bay Area state-owned toll bridges and Proposition 192 seismic repair bond funds, among other sources.

This bill would ~~revise the estimated cost of the state-owned toll bridge seismic retrofit and replacement program to \$7,204,000,000, including \$4,929,000,000 for the replacement east span of the San Francisco-Oakland Bay Bridge and revised amounts for certain other toll bridges. The bill would identify \$300,000,000 in additional state~~

~~funds from various sources to fund the demolition costs of the replaced east span of the San Francisco-Oakland Bay Bridge. The bill would delete provisions requiring the replacement east span to be built incorporating a specific single tower cable suspension design and would instead specify a skyway design. The bill would apportion project costs in excess of \$7,204,000,000 but not exceeding \$7,913,000,000 between the Bay Area Toll Authority, an entity governed by the same board as the Metropolitan Transportation Commission (MTC), and the Department of Transportation from specified sources. The bill would require any remaining additional funds required to complete the program in excess of \$7,913,000,000 to be apportioned 75% to the Bay Area Toll Authority and 25% to the department, and would identify various sources of funding to meet those obligations~~ *state the intent of the Legislature to develop a funding solution for the Toll Bridge Seismic Retrofit Program.*

(2) Existing law specifies the powers and duties of the Department of Transportation, MTC, and the Bay Area Toll Authority with respect to state-owned Bay Area bridge toll revenue and expenditure, and the financing of the toll bridge seismic retrofit and replacement program.

This bill would increase the existing \$1 per vehicle seismic retrofit surcharge to \$2 effective July 1, 2008, on the state-owned Bay Area toll bridges. The bill would provide that MTC may meet its funding obligations pursuant to (1) above by allocating any eligible state and federal funds available for allocation by MTC, allocating resources made available from the Regional Measure 1 \$1 toll increase approved by Bay Area voters in 1988 or from the Regional Measure 2 \$1 toll increase approved by Bay Area voters in 2004, or by imposing an additional toll increase. The bill would authorize MTC to implement these provisions. The bill would extend the financing plan for certain existing toll revenues from 30 to 40 years. The bill would delete provisions limiting the revenue generated by the seismic toll surcharge to \$907,000,000. The bill would make changes to reporting requirements by the department regarding the toll bridge projects and would enact other related provisions.

(3) Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to

~~implement alternative procedures for the awarding of contracts on a design-build basis.~~

~~This bill would authorize the Department of Transportation to award contracts for toll bridge seismic retrofit and replacement work under any acquisition method approved by the Secretary of the Business, Transportation and Housing Agency as being in the best interest of the state.~~

~~The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that no reimbursement is required by this act for specified reasons.~~

~~This bill would declare that it is to take effect immediately as an urgency statute.~~

~~Vote:  $\frac{2}{3}$ -majority. Appropriation: no. Fiscal committee: yes no. State-mandated local program: yes-no.~~

*The people of the State of California do enact as follows:*

1     SECTION 1. *It is the intent of the Legislature to develop a*  
2     *funding solution for the Toll Bridge Seismic Retrofit Program.*

3

4

5

6

7

8

***All matter omitted in this version of the bill  
appears in the bill as amended in Assembly,  
April 19, 2005 (JR11)***